

Message Text

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ACTION EB-07

INFO OCT-01 EA-10 ISO-00 EPA-04 OES-05 STR-04 CEQ-01

CIAE-00 INR-07 NSAE-00 DOTE-00 COME-00 FEA-01 SS-15

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P 250802Z FEB 75

FM AMEMBASSY TOKYO

TO SECSTATE WASHDC PRIORITY 8229

UNCLAS TOKYO 2413

E.O. 11652: N/A

TAGS: TGEN, SENV, JA

SUBJECT: AUTOMOBILE EMISSION (NOX) CONTROL

REF: (A) TOKYO 14, (B) STATE 22051, (C) TOKYO 816, (D) TOKYO 1485,
(E) TOKYO 1658, (F) STATE 28956, (G) TOKYO 1880

DEPT PASS TO OES/ENP FOR HERTER, TO ENVIRONMENTAL PROTECTION
AGENCY FOR W. LLOYD, TO STR, AND TO COUNCIL ON ENVIRONMENTAL
QUALITY

SUMMARY: ON FEBRUARY 24, ENVIRONMENT AGENCY (EA) ANNOUNCED
STANDARDS FOR NITROGEN OXIDE (NOX) EMISSIONS FROM PASSENGER CARS FOR

JAPAN FISCAL YEAR (JFY) 1976. NEW MAXIMUM PERMISSIBLE LEVELS
(MPL'S) ARE 0.84 GRAM FOR SMALL CARS AND 1.2 GRAMS FOR LARGE CARS,
PER KILOMETER RUN. THESE STANDARDS WILL BE APPLIED TO NEW MODELS
OF CARS ON APRIL 1, 1976 TO OLD MODELS IN CONTINUOUS
PRODUCTION ON MARCH 1, 1977, AND TO IMPORTED CARS ON MARCH 1,
1978. THESE MAXIMUM VALUES ARE DERIVED FROM THE AVERAGE VALUES
RECOMMENDED BY CENTRAL COUNCIL FOR CONTROL OF ENVIRONMENTAL
POLLUTION (CCCEP) IN DECEMBER 1974 (REFTEL A) WHICH WERE ALSO
PROMULGATED. HOWEVER, FOREIGN CARS IMPORTED IN SMALL NUMBERS
WILL HAVE TO MEET ONLY MAXIMUM PERMISSIBLE LEVELS, THUS GIVING
A DE FACTO HIGHER LIMIT. END SUMMARY.

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1. LAST DECEMBER, CCCEP RECOMMENDED THAT THE AVERAGE LEVELS OF NOX

EMISSIONS FROM PASSENGER CARS FOR JFY 1976 SHOULD BE 0.6 GRAM FOR CARS WEIGHING LESS THAN 1 TON (INCLUDING THE WEIGHT OF TWO PASSENGERS AVERAGING 110 KG) AND 0.85 GRAM FOR HEAVIER VEHICLES. THE STANDARDS OF NOX EMISSION FOR FY 1976 ARE 50 PERCENT AND 29 PER CENT MORE STRINGENT THAN THOSE FOR FY 1975 FOR SMALL AND LARGE VEHICLES RESPECTIVELY. (SEE PARA 4).

2. THE GOVERNMENT HAD PLANNED TO APPLY THE NEW STANDARDS TO OLD MODEL CARS IN DECEMBER 1976 RATHER THAN MARCH 1977 BECAUSE THE MAJORITY OF CARS TO BE MARKETING DURING 1976 ARE OF OLD MODELS BEING PRODUCED CONTINUOUSLY. FOR PROCEDURAL REASONS, HOWEVER, THE DATE OF APPLICATION HAD TO BE POSTPONED TO MARCH 1, 1977. AS UNDER THE 1975 CONTROL PROGRAM, A GRACE PERIOD ONE YEAR LONGER THAN THAT FOR OLD MODEL DOMESTIC CARS HAS BEEN GIVEN IMPORTED FOREIGN CARS, REPORTEDLY TAKING INTO CONSIDERATION THE STATE-OF-ART OF TECHNOLOGICAL DEVELOPMENT FOR EMISSION CONTROLS IN FOREIGN COUNTRIES AS WELL AS POSSIBLE TRADE RETALIATION MEASURES.

3. BESIDES THE NOX EMISSION CONTROL PROGRAM, EA AT THE SAME TIME DECIDED TO REGULATE HC EMISSIONS FROM TRUCKS IN-USE AS OF JUNE 1, 1975. THE MPL'S OF HC EMISSIONS ARE 7,800 PPM FOR TWO-CYCLE ENGINE TRUCKS, 3,300 PPM FOR TRUCKS WITH SPECIAL ENGINES, AND 1,200 PPM FOR OTHER TRUCKS.

4. TABLE SHOWING NOX EMISSION STANDARDS FOR PASSENGER CARS

CATEGORY OF VEHICLE	1975	1976	REDUCTION(PER CENT)
VEHICLE WEIGHING LESS THAN 1 TON (EXCLUDING 4-CYCLE ENGINE LIGHT CARS)	1.6	0.84	50
VEHICLE WEIGHING MORE THAN 1 TON (INCLUDING 4-CYCLE ENGINE LIGHT CARS)	1.6	0.85	29
2-CYCLE ENGINE CARS UNCLASSIFIED	0.5	0.3	0

BOTH PLM AND AV ARE IN GRAMS PER KILOMETER RUN
FIGURES IN PARENTHESES ARE BASED ON 11-MODE MEASUREMENTS; ALL
OTHER FIGURES ARE BASED ON 10-MODE MEASUREMENTS.

5. EMBOFFS LEARNED FROM EA OFFICIAL WH FOREIGN CARS NOT IMPORTED INTO JAPAN IN GREAT NUMBERS WILL COME UNDER MAXIMUM PERMISSIBLE LEVELS (MPL'S) RATHER THAN AVERAGE LEVELS. AVERAGE VALUES ARE FOUND BY TESTING AT RANDOM ABOUT ONE PER CENT OF DOMESTICALLY MADE VEHICLES AS THEY COME OFF ASSEMBLY LINE. TESTING IS DONE EVERY DAY, AND QUOTE AVERAGE UNQUOTE VALUE IS FOUND BY AVERAGING DAILY RESULTS OBTAINED IN THIS WAY OVER THREE MONTHS. SINCE THIS IS IMPRACTICAL FOR FOREIGN CARS, MINISTRY OF TRANSPORT WILL TEST FOREIGN CARS ONLY FOR COMPLIANCE WITH MPL'S, MAKING MPL'S THE EFFECTIVE LIMITS FOR IMPORTED VEHICLES.

6. FOREGOING INFO HAS BEEN PASSED TO LOCAL FORD REP WHOSE PRELIMINARY REACTION WAS WH GOJ ACTION GOES CONSIDERABLE WAY TOWARD ACCOMMODATION OF FORD'S PROBLEMS. THIS VIEW SUBJECT TO FURTHER STUDY BY FORD HQ AND AWAITED ISSUANCE OF IMPLEMENTING REGULATIONS.
HODGSON

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